What Is Claimed Is:

1. A motor vehicle (1) having at least one first crash sensor (S1) situated in a safety zone (4) of the motor vehicle (1), for measuring a motion variable of the motor vehicle (1), and having at least one second crash sensor (S2) situated in a crash zone (3) of the motor vehicle (1), for measuring a motion variable (aS2) of the motor vehicle (1), the motor vehicle (1) including an occupant protection device (15, 16) controllable via an ignition signal (CRASH, AIR, BELT) and a control unit (2) for ascertaining the ignition signal (CRASH, AIR, BELT) as a function of the measured motion variables (aS1, aS2) or, in each instance, as a function of a time average (v0S1, v0S2) of the measured motion variables (aS1, aS2) over at least a first time interval ($[t_0-\tau_0,t_0]$).

2. The motor vehicle (1) as recited in Claim 1, wherein the control unit (2) includes

- at least one first triggering relationship (30A) for ascertaining the ignition signal (CRASH, AIR, BELT) as a function of the measured motion variables (aS1, aS2) or, in each instance, as a function of a time average (v0S1, v0S2) of the measured motion variables (aS1, aS2) over the at least first time interval ($[t_0-\tau_0,t_0]$); and
- at least one second triggering relationship (30D) for ascertaining the ignition signal (CRASH, AIR, BELT) as a function of the motion variable (aS1) measured by the first crash sensor (S1), or as a function of the time average (v0S1) of the motion variable (aS1) over the at least first time interval ($[t_0-\tau_0,t_0]$), but not as a function of the motion variable (aS2) measured by the second crash sensor (S2) or the time average (v0S2) of the motion

variable (aS2) over the at least first time interval ($[t_0-\tau_0, t_0]$).

3. The motor vehicle (1) as recited in Claim 2, wherein the control unit (2) includes a selection module (38) for selecting the first triggering relationship (30A) or the second triggering relationship (30D) for instantaneously ascertaining the ignition signal (CRASH, AIR, BELT).

4. The motor vehicle (1) as recited in Claim 1, 2, or 3, wherein the ignition signal (CRASH, AIR, BELT) is additionally ascertainable as a function of a time average (v1S) of the motion variable (aS1) measured by the first crash sensor (S1) over a second time interval ($[t_0-\tau_0-\tau_1, t_0-\tau_1]$) different from the first time interval ($[t_0-\tau_0, t_0]$).

5. The motor vehicle (1) as recited in one of the preceding claims, wherein the time intervals ($[t_0-\tau_0, t_0]$, $[t_0-\tau_0-\tau_1, t_0-\tau_1]$) are between 1 ms and 200 ms long.

6. A method for manufacturing a motor vehicle (1), at least one first crash sensor (S1) for measuring a motion variable (aS1) of the motor vehicle being situated in a safety zone (4) of the motor vehicle (1), at least one second crash sensor (S2) for measuring a motion variable (aS2) of the motor vehicle (1) being situated in a crash zone (3) of the motor vehicle (1), and an occupant protection device (15, 16) controllable via an ignition signal (CRASH, AIR, BELT) and a control unit (2) for ascertaining the ignition signal (CRASH, AIR, BELT) as a function of the measured motion variables (aS1, aS2) or, in each instance, as a function of a time average (v0S1, v0S2) of the measured motion variables (aS1, aS2) over at

least a first time interval ($[t_0-\tau_0,t_0]$), being situated in the motor vehicle (1).

7. The method as recited in Claim 6, wherein

- at least one first triggering relationship (30A) for ascertaining the ignition signal (CRASH, AIR, BELT) is generated as a function of the measured motion variables (aS1, aS2) or, in each instance, as a function of a time average (v0S1, v0S2) of the measured motion variables (aS1, aS2) over the at least first time interval ($[t_0-\tau_0,t_0]$); and
- at least one second triggering relationship (30D) is generated for ascertaining the ignition signal (CRASH, AIR, BELT) as a function of the motion variable (aS1) measured by the first crash sensor (S1) or as a function of the time average (v0S1) of the motion variables (aS1) over the at least first time interval ($[t_0-\tau_0,t_0]$), but not as a function of the motion variable (aS2) measured by the second crash sensor (S2) or the time average (v0S2) of the motion variable (aS2) over the at least first time interval ($[t_0-\tau_0,t_0]$).

8. The method as recited in Claim 7, wherein the first triggering relationship(30A) or the second triggering relationship (30D) are automatically generated as a plurality of comparisons of the motion variables (aS1, aS2) or their time averages (v0S1, v0S2) over the at least first time interval ($[t_0-\tau_0,t_0]$) or over the at least first time interval ($[t_0-\tau_0,t_0]$) and a second time interval ($[t_0-\tau_0-\tau_1,t_0-\tau_1]$) different from the first time interval ($[t_0-\tau_0,t_0]$), to a plurality of limiting values (δ_{v0S1}, δ_{v1S1}, δ_{v0S2}),

9. The method as recited in Claim 8, wherein the limiting values (δ_{v0S1}, δ_{v1S1}, δ_{v0S2}) are automatically ascertained, the number of comparisons is automatically set, the order of the comparisons is automatically selected, a measured motion variable (aS1, aS2) or its time average (v0S1, v0S2) over the at least first time interval ($[t_0-\tau_0,t_0]$) or over the at least first time interval ($[t_0-\tau_0,t_0]$) and the second time interval ($[t_0-\tau_0-\tau_1,t_0-\tau_1]$) is automatically selected for a comparison, or the age of the motion variables (aS1, aS2) or their time averages (v0S1, v0S2) over the at least first time interval ($[t_0-\tau_0,t_0]$) or the at least first time interval ($[t_0-\tau_0,t_0]$) and the second time interval ($[t_0-\tau_0-\tau_1,t_0-\tau_1]$) is automatically selected for the comparisons.

10. The method as recited in Claim 7, 8, or 9, wherein the first triggering relationship (30A) or the second triggering relationship (30D) is generated as a function of the measured motion variables (aS1, aS2) or their time averages (v0S1, v0S2) over the at least first time interval ($[t_0-\tau_0,t_0]$) or over the at least first time interval ($[t_0-\tau_0,t_0]$) and the second time interval ($[t_0-\tau_0-\tau_1,t_0-\tau_1]$) of a situation, for which a setpoint triggering time (t_z) of the occupant protection device (15,16) is known, but the measured motion variables (aS1, aS2) or their time averages (v0S1, v0S2) over the at least first time interval ($[t_0-\tau_0,t_0]$) or over the at least first time interval ($[t_0-\tau_0,t_0]$) and the second time interval ($[t_0-\tau_0-\tau_1,t_0-\tau_1]$) being disregarded in a training-suppression time interval (τ_{hole}) prior to the setpoint triggering time (t_z) of the occupant protection device (15,16), around the setpoint triggering time (t_z) of the occupant protection device (15,16), or after the setpoint triggering time (t_z) of the occupant protection device (15,16) during the generation of the first

triggering relationship (30A) or the second triggering relationship (30B).